



CONSTRUCTION DETAILS:

- A. INSTALL CONCRETE FOUNDATION FOR A 27 FT. STEEL POLE WITH A SINGLE 70 FT. MAST ARM, LED TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA, OPTICOM DETECTION CAMERA, A 20 FT. LIGHTING ARM, 250 WATT HPS LUMINAIRE AND PHOTOCCELL. (NOTE: INSTALL 2-3 IN. PVC SCHEDULE 80 CONDUIT BENDS).
- B. INSTALL CONCRETE FOUNDATION FOR A 27 FT. STEEL POLE WITH A SINGLE 70 FT. MAST ARM, LED TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS, OPTICOM DETECTION CAMERA, A 15 FT. LIGHTING ARM, 250 WATT HPS LUMINAIRE AND PHOTOCCELL. (NOTE: INSTALL 2-3 IN. PVC SCHEDULE 80 CONDUIT BENDS).
- C. INSTALL NEMA S BASE-MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT AS SHOWN. (NOTE: INSTALL 2-2 IN. AND 2-4 IN. PVC SCHEDULE 80 CONDUIT BENDS).
- D. INSTALL METERED SERVICE PEDESTAL EMBEDDED.
- E. INSTALL HANDHOLE.
- F. INSTALL HANDHOLE ORIENTED FOR NON-INVASIVE PROBES.
- G. INSTALL NON-INVASIVE DETECTOR AND LEAD IN CABLE.
- H. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- J. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- K. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- L. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- M. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- N. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED, PROVIDE CONDUIT BEND AT THE BASE OF UTILITY POLE AND STUB-UP WITH PULL STRING. CONNECTION TO POLE TO BE DONE BY POWER COMPANY.
- P. INSTALL HANDHOLE ORIENTED FOR NON-INVASIVE PROBES ON EXISTING CONDUIT, PULL BACK EXISTING INTERCONNECT CABLE AND REDIRECT TO THE NEW CABINET.
- Q. INSTALL 24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES
- R. INSTALL 5" HEAT APPLIED PERMANENT PAVEMENT MARKING
- S. USE EXISTING CONDUIT
- T. REMOVE EXISTING SIGNAL POLE AND SPAN WITH ALL ATTACHED EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GROUND GRADE AND BACKFILL. EXISTING POWER SERVICE TO BE REMOVED BY THE OTHERS.
- U. REMOVE EXISTING PAVEMENT MARKINGS
- V. REMOVE EXISTING HANDHOLE.
- W. CAP AND ABANDON EXISTING CONDUIT.
- X. DISCONNECT AND ABANDON EXISTING LOOP DETECTOR.
- Y. REMOVE EXISTING SIGNAL CABINET 12 IN. BELOW GROUND GRADE AND BACKFILL.

GENERAL NOTES:

- 1. VIDEO CAMERA LOCATION /ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- 2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- 3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- 5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- 6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 40 (PULASKI HWY) AND
MD 213 (S. BRIDGE ST/AUGUSTINE HERMAN HWY)
ELKTON, MD

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' ADVERTISED DATE 6/19/78 CONTRACT NO. CE790A56856

DESIGNED BY COUNTY CECIL
DRAWN BY J.SPENCE LOGMILE 07004014.88
CHECKED BY B. THOMPSON TMS NO.
F.A.P. NO. TOD NO.

TS NO. 272J DRAWING SG 1 OF 1 SHEET NO. 1 OF 2

ANGLE CHART

POLE LOCATION	ANGLE FROM FACE OF CURB
SE CORNER	109°
NW CORNER	116°



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APPROVALS	REVISIONS
TEAM LEADER	01/12 TMS-LOE1 SHA NO. XX661185 TRAFFIC SIGNAL RECONSTRUCTION
ASST. DIR. CHIEF	01/12 TMS-LOE1 SHA NO. XX661185 TRAFFIC SIGNAL RECONSTRUCTION
DIVISION CHIEF	01/12 TMS-LOE1 SHA NO. XX661185 TRAFFIC SIGNAL RECONSTRUCTION
OFFICE DIRECTOR	01/12 TMS-LOE1 SHA NO. XX661185 TRAFFIC SIGNAL RECONSTRUCTION

TOD NO: XX661-16
SHA NO: CE401854
US 40 @ MD 213